

District Two Crews Respond to Severe Road Damage Caused by Heavy Rains in June



Highway Maintenance Administrator Mike Pillsbury examines the washout damage on NH 118 on the morning after the heavy rains on June 9, 2005.

safe return to the patrol shed. They headed back for "Road Closed" signs and waited for less rain and more daylight. Rumney Foreman Tony Albert received his notification from an abutter to North Groton Road whose simple plea of "Help!" started that crew for what would be eight straight days of roadway repairs and reconstruction. Tony called his neighbor to the south, Bristol Foreman Dennis Ford, to check his low spots. "It's just like 1998, only worse" was Tony's message to Dennis.

Highway maintainers from throughout District Two converged on the Canaan, Dorchester, Groton and Hebron area to begin restoration. They were joined by crews from Bridge Maintenance and District Three, which sent an excavator, several 10-wheelers and a changeable message sign for most of the week following the rain. Damage included stream bank erosion and washed out culverts along a three mile stretch of NH Route 118 in Canaan and Dorchester. On North Groton Road in Groton, several thousand feet of ditchline and pavement washed away as culverts plugged and water continued flowing along the edge of the road. The damage here was nearly identical to what occurred in 1998. On River Road in Dorchester, the South Branch of the Baker River simply jumped its banks and claimed about a thousand feet of roadbed as its own. What was left was broken up pavement covering cobblestones like a wet blanket.

Within several weeks, much of the repair work was complete on NH 118. River Road was repaired to a gravel surface and awaits repaving. Repairs continued on North Groton Road as 14 culverts were replaced with larger diameter pipes and ditchlines were recreated. Temporary pavement will suffice with some areas of reclaiming and repaving expected in the spring.

All of this work was completed with no personal injuries and no equipment damage, which is a testament to the talent and dedication of New Hampshire's highway maintainers.

Editor's Note: NHDOT District Two Engineer Alan Hanscom provides the following account of the heavy rains and road washouts that occurred in Canaan, Dorchester, Groton and Hebron on the night of June 9, 2005.

The comparisons to the 1998 rainstorm were immediate and well-deserved. This time around, the rain started in the early evening of June 9th and continued until daybreak on the 10th. Most of the seven inches of rain fell during a three hour period around midnight. Visibility at times was limited to the front bumpers of the foremen's pickups.

The home phones started ringing around 10 pm for several highway patrol foremen. Canaan Foreman Robert Alvey and several of his co-workers were trying to turn water and unplug culverts through the worst of it until highway erosion threatened their





Commissioner's Corner

by
Carol A. Murray

Responding to Calls to Fix a "Dangerous Road"

It happens far too often in my job. A fatal crash occurs on a state highway. Responding to the tragedy, local police chiefs and medical personnel write concerned letters asking that the NH Department of Transportation act quickly to prevent a similar crash from occurring in the future. News reporters and editorial writers get involved, referring to certain stretches of highways with inflammatory phrases like "Death Alley" or "one of the most dangerous roads in the state". Letters to the editor ask, "How many more people have to die before something is done?"

These kinds of reactions to highway tragedies are understandable. Highway fatalities in this country remain a national epidemic, with over 40,000 people losing their lives every year. Last year 171 people died on New Hampshire highways, up from 127 in each of the two previous years. There's no question that more needs to be done to address this kind of carnage, but the search continues for the solutions to address this complex nationwide problem.

There are many more drivers on the nation's roads driving many more miles than ever before. That also holds true for New Hampshire, one of the nation's fastest growing states, where vehicle travel on the state's highways increased 34% from 1990 to 2003. More vehicles mean more driver errors. To the degree that highways are congested, or of a lesser standard, the potential for still more crashes is increased.

Driver behavior and decision-making remains, by far, the number one cause of motor vehicle crashes. Bad judgment, impatience, speed, drug and/or alcohol impairment and fatigue are all major contributors to the vast majority of fatal crashes on our highways. Improving a highway can eliminate none of these causes.

They occur on even our most modern highways, often in greater "absolute" numbers simply because these highways carry greater volumes of traffic.

Concern over highway safety is a major part of our mission at the New Hampshire Department of Transportation. We have many skilled engineers and technicians who are working hard every day with this goal in mind.

Designing, constructing, and maintaining our highways involves a large number of issues and constraints, but all are weighed against the consideration of safety. When crashes do occur at certain locations, the NHDOT does follow-up investigations and tracks crash data for any indicators or trends. Safety surveillance teams are dispatched, often at a community's request, to evaluate sections of road for such factors as sight distance, pavement condition, defects, signage, etc. From these assessments come proposals for both short and long-term solutions.

In some cases, measures can be taken to try to improve a road's safety. Rumble strips, both on the shoulder and in the median, are one approach to alerting drivers who may be leaving the road or crossing into an oncoming lane. Other measures may include improved signage or flashing signs, wider shoulders, turning lanes, traffic signals, recessed pavement markings, and even median barrier or guardrail.

Many times a major project to address a potential safety issue is not practical for a variety of reasons. All two-lane highways cannot be expanded to four-lane divided highways. And unfortunately, the needed improvements on New Hampshire's highway system are far outpacing our available resources to pay for these upgrades. New Hampshire's Ten Year Transportation Improvement Plan is currently a half a billion dollars short in funding, and there is a long waiting list of projects seeking to be added to the plan.

Preventing highway fatalities is not just a transportation challenge. It's also an enforcement challenge and a driver education challenge. It's a challenge I take personally. The New Hampshire Department of Transportation will continue to do what it can to make our highways as safe as possible. Ultimately, however, it's all of us - the people of New Hampshire and our visitors from out-of-state who need to take up the challenge to drive responsibly and arrive safely at our destinations.



*Committed to Excellence,
Safety, Innovation, and the Future.*

Summer 2005

Governor.....John H. Lynch
Commissioner.....Carol Murray
On the Move Editor.....Bill Boynton

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Workers' Memorial Day Honors Two NHDOT Employees Who Died on the Job Governor Lynch Meets with Families of Alphonse Napolitano and Robert Gonyer

It was a solemn roll call of 26 names, 26 New Hampshire workers who went to work and did not return.

The New Hampshire Coalition for Occupational Safety and Health held a Worker's Memorial Day on April 28 in Concord to honor the New Hampshire workers who died on the job in 2004.

Among those honored were NHDOT employees Robert Gonyer (District 1) and



Alphonse Napolitano (District 6) who died last year while performing their duties.

Following the event, relatives of the two state employees were escorted to the Governor's Office where Governor John Lynch spent several minutes speaking with Alphonse Napolitano's wife Susan (above), and with Robbie Gonyer's wife Cassie and two of their sons.



Editor's Note: The following is an excerpt of an obituary for Thomas O. Currier, Sr. which appeared in the Conway Daily Sun. Mr. Currier died July 2, 2005. Thomas Currier worked for the New Hampshire Highway Department for 37 years

"Thomas Oren Currier Sr., of Madison, enjoyed a richly rewarding life as husband and patriarch of an extended Currier clan, an engineer, a committed conservationist, gentleman farmer, outdoorsman, and avid amateur athlete as a skier/runner. His horizons expanded early after graduating from Madison High School (Salutatorian - in a class of three) as he joined the Navy, stationing in Okinawa as a Seabee, a division of the Engineering Corps. The civil engineering bug continued to bite and he sought a Bachelor's Degree in the craft from UNH, graduating in 1950. He immediately began his career with the N.H. State Highway Department at a time when the federal interstate system was enjoying its first period of rapid expansion, and he rose up through the ranks, supervising major road construction projects all over the state. He eventually became N.H. State Highway Dept. Head Construction Engineer, based in Concord, a position he held until his retirement in 1987. Of all his design projects, he was most proud of the Rte. 93 Franconia Notch Parkway, which compressed the familiar 4-lane interstate format to include a bike path where all the bridges are faced with boulder granite, and also preserved the natural beauty of The Flume, The Old Man of the Mountains and Profile Lake."

Loon Mountain the Setting as the NHDOT Hosts National Highway Maintenance Conference Representatives From 43 States Given a Taste of New Hampshire in the White Mountains

Steve Gray had two basic themes guiding his months of extensive planning for the NHDOT hosting of a national conference on highway maintenance - promote both the natural beauty of New Hampshire and the work ethic of those who live here. He believes the July 17-21 event accomplished both goals.

They certainly came from across the country to check out the White Mountains of New Hampshire. More than 140 delegates from 43 states and two Canadian Provinces attended the annual AASHTO (American Association of State Highway Transportation Officials) Subcommittee on Highway Maintenance at Loon Mountain. Also represented were the Federal Highway Administration, the National Forest Service, AASHTO, and 33 private vendor, management and engineering firms.

The conference featured technical presentations, breakout sessions and an afternoon session of "Best Environmental Practices".

Also in attendance were 83 spouses and children, who enjoyed a varied program that included visits to the Flume Gorge, the Cog Railroad and North Conway shopping outlets. The Office of Information Technology played a key role by providing a "Cyber Cafe" for internet use, and managing all the technical programs.

The three and a half day conference culminated almost nine months of work by an organizing committee comprised of NHDOT employees from the Bureaus of Highway and Bridge Maintenance, Turnpikes, OIT, and Finance and Contracts.

"My sincere appreciation goes out to all Department employees who contributed their professionalism and time to make the conference a success," Steve Gray said.



Displays of "Best Environmental Practices" were among the many educational opportunities of the 2005 AASHTO Subcommittee on Maintenance hosted by the NHDOT. The "deer composting" station (above photo) was presented by the Pennsylvania Department of Transportation. PennDot has discovered that after covering a road kill deer with wood chips the carcass completely disappears in three weeks, thus effectively eliminating an ongoing animal disposal problem.

District 5 Forces Working to Expand a Popular Park and Ride in Concord



Braving periods of heat, humidity and rain, NHDOT District 5 forces have been working diligently to add approximately 70 parking spaces to the increasingly popular Stickney Avenue Park and Ride lot in Concord.

The park and ride and transportation center, currently operated by Concord Trailways, has run into capacity issues. It was striped for 273 cars, and at times 400+ cars have squeezed into the lot.

District 5's efforts and the additional spaces gained should prove to be beneficial in helping transit users make their connections.

-- submitted by Shelly Winters
NHDOT Rideshare Coordinator

Aeronautics and Maintenance Cooperate to Bring New Solar Panels to the Top of Mt. Cardigan

In another example of the interaction between highway maintenance and aeronautics, Highway District 2 recently got one step closer to completing a much needed power upgrade on Mount Cardigan with the help of Brigham Helicopter Services.

The DRED fire tower plays host to a remote Department radio repeater site that operates under solar power and storage batteries. First installed in the 1970s, the radio site would sometimes go off the air during long winter storms when radio coverage is needed the most.

Over the last 12 months, system upgrades have included installation of a new low-power radio transmitter, repair of lightening damage to the five original solar panels, construction of a new standing seam roof on the fire tower, installation of a new steel framework on the tower legs for five new solar panels, and, most recently in June, the installation of the new solar panels.

Originally expected to arrive last fall, the delivery of the panels was delayed until early winter by Defense Department needs in the Iraq War. Final completion of the planned work is slated for later this summer.

District Two personnel working on the project realized the added benefit of improved physical health as a result of the 1.5 mile hike to the summit.



Thanks to District 2 Engineer Alan Hamscom for the photo and information



Six Student Conservation Association (SCA) interns stopped by the NHDOT Concord headquarters on July 11 to do some plantings near the parking lot. Other projects have included planting wildflowers along I-93 in Campton and working with lilac bushes at Exit 20 in Tilton. The six students were from Michigan, Ohio, Washington state and Washington, DC., New Jersey and Florida.

Students from Across the Country Assist with Landscaping Projects in New Hampshire

Instead of flipping burgers this summer, six students from across the country have spent several weeks working on projects to beautify New Hampshire.

The students are volunteers with the Charlestown, New Hampshire-based Student Conservation Association (SCA). SCA interns and volunteers provide more than one million hours of natural resource conservation annually at nearly 400 sites across the country. The NHDOT is the only transportation department in the country working with the volunteers this year. Other volunteers are work with the National Park Service and the U.S. Forest Service.

"They work tremendously hard. Even in the rain and very hot weather they just keep at it," Guy Giunta, NHDOT landscape specialist supervisor told the *Laconia Citizen*. "The department is very supportive of this program and appreciates the work the students have done around the state."

Ed Smith and Jim Moore Confirmed as Directors in the Commissioner's Office

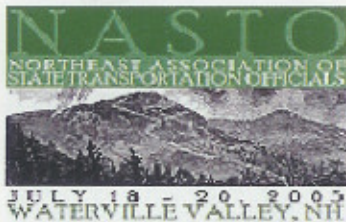


Ed Smith and Jim Moore were recently confirmed by the Executive Council for Director positions at the NHDOT. Smith is the new Director of Policy and will spend a lot of his time working on legislative issues. Jim Moore moves up to the Director of Project Development from the Assistant Director position.

Two new Directors have assumed their duties in the Commissioner's Office.

Jim Moore has been confirmed by the Executive Council as the NHDOT's Director of Project Development. Jim had been serving as Assistant Director of Project Development since August 2002. The Bow resident has worked for the Department of Transportation for 33 years, also serving as Administrator of the Bureaus of Municipal Highways, Bridge Design and Right-of-Way.

Edwin Smith has also been confirmed by the Executive Council as the NHDOT's Director of Policy. A resident of Hinsdale, Ed Smith is a former six-term lawmaker who served as Chairman of the House Public Works Committee. For the past several months Ed has worked for the NHDOT on legislative issues.



The NHDOT Hosts Northeastern Transportation Officials at Waterville Valley

"Land use and transportation" was among the agenda items at the annual meeting of the Northeastern Association of State Transportation Officials (NASTO) held July 18-20 at Waterville Valley. Close to 200 participants from the Canadian Provinces to Washington, DC gathered in New Hampshire to discuss such issues as incident management and passenger and freight rail. Among the speakers were John Horsley, Executive Director of the American Association of State Highway Transportation Officials (AASHTO) and the Commissioners of the Maryland, Pennsylvania and New Jersey Departments of Transportation. Next year's conference will be held in Quebec City.

NHDOT To Host Outdoor Advertising Conference

Sign, sign, everywhere a sign. Well, not exactly in New Hampshire.

The NHDOT, in partnership with the Federal Highway Administration (FHWA) and the National Alliance of Highway Beautification Agencies (NAHBA), will host NAHBA's 8th Annual Education Conference on the Control of Outdoor Advertising on August 28-31, 2005 at the Radisson Hotel in Manchester.

This educational conference will focus on the outdoor advertising control program under the federal Highway Beautification Act. The workshop is aimed at fostering innovative ideas on issues challenging state departments of transportation, the FHWA, cities and towns, scenic organizations and the outdoor advertising industry in connection with the regulation of billboards, signs and junkyards adjacent to highways.

Walter Keuenhoff, Supervisor of Outdoor Advertising Control at the Traffic Bureau is coordinating the conference.

Traffic Bureau Produces New Welcome Signs Greeting Visitors to the Granite State

The logo used by New Hampshire's Travel and Tourism Office to market the Granite State for the past four years is now part of new "Welcome Signs" that are greeting visitors to the state.

A joint effort by the NHDOT and the Department of Resources and Economic Development.

"It was time to update the signs and we asked the Division of Travel and Tourism Development to work with us on messaging," says NHDOT Carol Murray.

"We wanted to be consistent in the ways we speak to travelers."

Alice DeSouza, director of the Division of Travel and Tourism Development, agrees that consistent messaging is important.

"The positive message works to welcome visitors who are coming here for vacation, for business or to relocate," DeSouza said. "We'll use the same tag line and logo in as many customer contact points as possible. The locations around the signs will be planted with native New Hampshire plants. The NHDOT is working with the state Division of Forest and Lands' Natural Heritage Inventory Bureau to help identify what species will work best in that setting.

"Using native plants reinforces the fact that we care about our environment and will also save the state money because the plants are designed to thrive in our climate," notes Commissioner Murray.

In addition to the Departments of Transportation and Resources and Economic Development, the Department of Corrections contributed design assistance for the signs, which were produced at the NHDOT's Traffic Bureau.



Three of the new "Welcome to New Hampshire" signs are now in place on I-93 in Salem, the Everett Turnpike in Nashua and I-95 in Seabrook. Eventually all 42 border signs will feature the new look.

...and the Winner for New Hampshire's Best Rest Area is...



THE I-93 NORTHBOUND REST AREA IN SALEM!

That's according to the editors of New Hampshire Magazine, who cited the Salem Welcome Center among the Best of NH Editors' Picks for 2005.

"After being off in the flat lands for too long, when you finally reach the I-93 northbound rest area in Salem you know you're home."

Among the other winners - Lake Winnepesaukee for the "100 Miles You Can Spend in Your Car" - "A drive around Lake Winnepesaukee is a wonderful way to spend a day. Shopping opportunities and delightful detours abound. Go in the fall, winter or early spring, when the vegetation is sparser, and you'll see more spectacular views. The ride is recognized as a N.H. Scenic and Cultural Byway."

To get all the editors' and readers' picks for the best of everything in New Hampshire from from onion rings to beef jerky, visit the web at www.nh.com/bestofnh.



NEW HIRES

Roger Beard, Highway Maintainer 1, District 5
John Bijeau, Highway Maintainer 2, District 1
Keith Brick, Highway Maintainer 2, District 2
Stanley Morneau, Highway Maintainer 1, District 2
Daniel Debutts, Highway Maintainer 2, District 6
Ronald Dionne, Bridge Maintainer 2, Bridge Maintenance
Richard Eames, Highway Maintainer 1, District 6
Zachary Gauthier, Geological Tech TR, Materials & Res.
William Gosselin, Welder Mechanic 1, Mechanical Services
James Gould, Highway Maintainer 1, District 3

Mark Hamilton, Highway Maintainer 2, District 6
Timothy Johnson, Highway Maintainer 1, District 3
Allen Kimball, Highway Maintainer 2, District 1
Jerrad Ledger, Highway Maintainer 2, District 1
Daniel Milligan, Senior Radio Dispatcher, District 1
Kevin O'Brien, Automotive Mechanic, Mechanical Serv.
Zachary Oakley, Highway Maintainer 1, District 2
Darin Sabine, Highway Maintainer 2, District 6
Douglas White, Highway Maintainer 2, District 2

PROMOTIONS

Mark Aldrich, Bridge Maintainer 2, Bridge Maintenance
Charles Bartlett, Highway Maintainer 2, District 5
Raymond Beaudoin, Highway Maintainer 3, District 5
Laurie Bellamy, Account Clerk 3, District 4
Joshua Bessette, Highway Maintainer 2, District 4
Timothy Blake, Carpenter 2, Mechanical Services
David Boisvert, Welder Mechanic 1, Mechanical Services
Kevin Bradley, Civil Engineer 2, Highway Design
Arthur Breault, Ass't Highway Patrol Foreman, District 2
Virginia Cail, Accountant 2, Turnpikes
Jeffrey Collins, Highway Maintainer 2, District 1
Susan Cormier, Accountant 3, Finance and Contracts
Eric Costello, Highway Maintainer 3, District 5
Jeffrey Dandurant, Highway Patrol Foreman, District 5
Roger Dupuis, Highway Maintainer 2, District 6
Richard Emmons, Dist. Super. Highway Signing, Traffic
William Erwin, Ass't Highway Patrol Foreman, District 5
Mark Fagnant, Bridge Const. Foreman, Bridge Maintenance
Samantha Fifield, Civil Engineer 3, Highway Design
Stephen Fisher, Automotive Service Tech., Mechanical Services
Michael Gallagher, Carriage Operator, Traffic
Craig Gileris, Bridge Maintainer 2, Bridge Maintenance
Ronald Gosselin, Ass't Highway Patrol Foreman, District 6
Lawrence Grawey, Highway Maintainer 2, District 5
Jay Haines, Highway Patrol Foreman, District 3
Matthew Hartwell, Civil Engineer 2, Highway Design
Eric Healey, Pavement Marking Foreman, Traffic
Jarrold Hennessy, Engineering Tech. 3, Construction
Michael Hoezel, Geological Explor. Super., Materials & Res.
Arthur Johnson, Engineering Tech. 3, Materials & Research
Bradley Jordan, Highway Maintainer 3, District 6
Kellen Jordan, Highway Maintainer 1, District 5
Michelle Juliano, Project Manager 5, Public Works

James Klocek, Highway Maintainer 2, District 5
Mathew Lampron, Civil Engineer 3, Construction
Theodore Lang, Construction Super., Bridge Maintenance
Donald Lavalley, Highway Maintainer 2, District 6
John Leonard, Construction Foreman, Bridge Maint.
Michael Lovett, Highway Maintainer 1, Turnpikes
Susan Lozier, Accountant 1, Finance and Contracts
Debbra Matteau, Audit Technician, Mechanical Services
Erin McCarthy, Civil Engineer 2, Highway Design
John Mello, Highway Maintainer 2, District 3
James Moore, Director of Project Development,
 Commissioner's Office
Larry Myers, Highway Maintainer 3, District 5
Jay Nevin, Bridge Maintainer 3, Bridge Maintenance
Thomas Norcross, Ass't Highway Patrol Foreman, Dist. 3
Matthew Powers, Civil Engineer 1, Highway Design
Pollyann Printy, Engineering Tech. 3, Highway Design
Robin Schofield, Audit Technician, Mechanical Services
Edwin Smith, Director of Policy, Commissioner's Office
Glenn Smith, Highway Patrol Foreman, District 4
Giselle Stewart, Super. of Turnpike Operations, Turnpikes
David Succi, Construction Foreman, District 6
Michael Terenzi, Highway Maintainer 2, District 5
Robert Therrien, Carriage Operator, Traffic
Eric Thibodeau, Civil Engineer 5, Materials & Research
Kenneth Thoroughgood, Bridge Construction Foreman,
 Bridge Maintenance
Scott Tobin, Highway Maintainer 2, District 5
Todd Tyrrell, Bridge Maintainer 2, Bridge Maintenance
Vijay Vyakarana, Civil Engineer 3, Highway Design
Jun Wan, Civil Engineer 3, Transportation Planning
Travis Wright, Equipment Foreman, Mech. Services



SERVICE AWARDS



July through September 2005

35 YEARS

Donald Allbee, Bridge Maintenance

30 YEARS

Rene Fish, District 4
Jeffrey Chase, District 4
Tom Miller, Construction
Bruce Inglis, Mechanical Services
Alan Volk, Materials and Research

25 YEARS

James Lillis, District 5
Jeffrey Sargent, Finance and Contracts
Walter Hichens, Bridge Maintenance
James Kirouac, Highway Design
David Merrill, Construction
Kathryn Rheume, Environment

10 YEARS

Daniel Cheney, District 2
Stephen Paige, District 4
Mark Hemmerlein, Environment
Yvan Guay, Bridge Maintenance
Adam Chestnut, Construction
Mark Harrington, Materials and Research
Teresa Greuling, Tumpikes

20 YEARS

Dennis Croteau, District 1
Douglas Henry, District 2
Betty Hanagan, Finance and Contracts
Gerald Gall, Highway Design
Luis Campo, Mechanical Services
Arthur LaPointe, District 5
Lionel Chancey, District 5
John Rocheleau, District 5
Robert Richards, District 5
Edwin Brown, District 6
Alfred Underhill, Highway Design
Christopher Waszczuk, Highway Design
Kenneth Chase, Mechanical Services

15 YEARS

Robert Spinney, Bridge Maintenance
Mathew McDonald, Construction
Lorraine Tessier, Construction
Michael Reifke, District 5
Carol Macuch, Internal Audit
Carol Corriveau, Tumpikes
Antonetta Haycock, Tumpikes



District Construction Engineer Jeff Albright (above left) and Craig Drouin (Engineering Tech 4) were among the Construction Bureau employees recognized at a service award ceremony on May 20. Albright recently marked 35 years with the NHDOT. Drouin was serving in Iraq when his 15 year certificate came due.

Other Construction Bureau employees recognized included: Lorraine Tessier (15 years), Scott Stevenson (25 years), Nasser Yari (20 Years), Adam Chestnut (10 years), Steve Glines (20 years), Steve Piper (20 years), Jeff Albright (35 years), Jim Bowles (20 years), Tara Taylor (10 years), Matt MacDonald (15 years) and Rick Oberst (20 years)

District 2 Takes Overall First and Second Place Awards at 28th Annual Safety Plow Rally

*submitted by Gary Clifford (District 3)
2005 Plow Rally Committee Chairman*

The 28th Annual 2005 NHDOT Safety Plow Rally was held on Friday, May 13, 2005 at the Pawtuckaway State Park in Nottingham, NH, in Maintenance District 6. The weather was sunny and cool, which kept the bugs at bay and by the time the rally was nearing completion, it was breezy spring weather conditions (i.e. sunny with temperatures in the mid 60's). All Highway Maintenance Bureaus/Districts, Turnpikes and Mechanical Services were represented by teams of highly qualified contestants.

Although the Governor regretting not being able to join those in attendance due to the Federal Government releasing the list of potential military base closings that included the Portsmouth Naval Shipyard, he did send along a letter that indicated, "my sincere thanks for all that you do to keep New Hampshire's roads snow-free and safe. This winter was a tough one, but your hard work and dedication kept us all moving. Thank you again. I hope you have a great day. Sincerely, John Lynch."

Commissioner Carol Murray thanked all winter maintenance operations personnel for their outstanding efforts during last winter. Carol indicated that although "what you do goes unappreciated, but not from me", and that "you should be proud of what you do" for the State of New Hampshire. There was only one thing that Carol asked of the members in attendance, which was that they "go to work every day, and make sure you go home at the end of the day", giving reference to having to go to too many funerals for Department employees.



Plow Rally Committee Chairman Gary Clifford (above) administers the written test to kick off the 2005 NHDOT Safety Plow Rally. Contestants (right) participate in the plow mount competition.



District 2's Dan Cheney (Assistant) and Brian Ordway (driver) took top honors at the 2005 NHDOT Safety Plow Rally.

Thanks to ALL who participated. Hats off to the contestants, guests, family members, safety committees, and District 6 staff (especially Rollin Rumford and the PS610 Rye, PS605 Lee and PS513 Chester crews for their efforts).

Thanks also goes out to Jeff Boucher, Manager of Pawtuckaway State Park for the use of their facility, Denise Dambroise and Mike Bourque from Acadia Insurance and Cathy Sullivan from the Rowley Agency who supplied coffee, donuts and coffee cups and cooler bags and miscellaneous souvenirs for the contestants, Fran Buczynski and the Safety Office, who paid for lunch and the T-shirts with the logo imprint, and numerous others too many to mention who have made this yet another safe, enjoyable, and successful Plow Rally.

We hope to see everyone next year!



Texas Roll



Scenes from the 2005 NHDOT Plow Rally

Future Competitor



Defective Truck



The NHDOT District 2 team of Brian Ordway and Cameron Huntoon won the overall NH Public Works Association 2005 Plow Rodeo at the NH International Speedway (NHIS) in Loudon on July 29.

As New Hampshire champs, they are invited to participate in the New England Championship, also at NHIS on October 5.



winners' trophy

Plow Mount



See the official 2005 plow rally results on page 19.

Interstate 93 Improvement Project Gets the Federal Green Light to Proceed



WIDENING AND SAFETY IMPROVEMENTS FOR 19.8 MILES FROM SALEM TO MANCHESTER

The long-awaited Federal approval for the I-93 widening project between Salem and Manchester has been received and it's full speed ahead for one of the largest construction projects in New Hampshire history.

The Federal Highway Administration's issued its Record of Decision (ROD) on June 26 that allows the NHDOT to move forward on final design planning and right-of-way acquisitions along the 19.8-mile corridor between the Massachusetts state line and the I-93/I-293/NH 101 split in Manchester. The project still awaits Federal and State wetlands permits and a State water quality certificate.

"This is a significant milestone in our efforts to improve the safety and capacity of Interstate 93 between Salem and Manchester," says NHDOT Commissioner Carol Murray. "We are looking forward to making the anticipated improvements along this vital transportation route in New Hampshire to meet current and future mobility needs."

The I-93 project will reconstruct and widen the highway from two to four lanes in each direction. Five interchanges will be reconstructed and reconfigured, and 40 bridges will be replaced or reconstructed, including several "Red List" bridges. Additional Park and ride facilities will be constructed to provide bus service at Exits 2, 3 and 5. The project also includes preserving space in the median for potential future light rail or transit opportunities, and \$3.5 million will be utilized to help communities with technical planning assistance.

Through the use of GARVEE Bonds, the planned construction timetable of the \$440 million project will be accelerated from 11 to 6 years. Initial work could begin as soon as this year with the construction of a facility to improve the Exit 4 park and ride in Londonderry.

I-93 Project Facts

Length: 19.8 miles from MA/NH border in Salem to I-93/I-293/NH 101 Split in Manchester

Cost: approximately \$480 million

Project Description:

- Reconstruct and widen to 4 lanes in each direction (2 lanes in each direction existing)
- Reconstruct/reconfigure 5 interchanges and intersecting side road
 - Exit 1, Rockingham Blvd in Salem, improve geometry
 - Exit 2, Pelham Rd (NH 97) in Salem, eliminate loop ramps, reconfigure as diamond Interchange
 - Exit 3, NH 111 in Windham, reconstruct into existing wide median, reduce footprint
 - Exit 4, NH 102, in Londonderry/Derry, NB ramp widening and bridge replacement
 - Exit 5, NH 28 in Londonderry, rebuild diamond interchange
- Construct Park and Ride Facilities with Bus service at Exit 2, 3, and 5. (supplemental to existing Exit 4 facility)
- Reserve space in median for potential future light rail facility/mass transit opportunity
- Implement ITS technologies/Incident Management (Variable Message Boards, Highway Advisory Radio etc.)

Character of Work:

- Traffic Signals are proposed at the 20 (7 new) intersections
- Bridge work is proposed on the following 43 bridges (20 new)
- Retaining Walls: approx. total 4,430 LF
- Sound Walls: approx. total 26,700 LF
- Privacy Fence approx. total 2,100 LF
- Extensive detention basins and drainage facilities to minimize impacts to surface water quality

A Quality Council Success Story

Making it Easier to Look Up "As Built" and Right-of-Way Plans

submitted by Jen Mangieri

The Records Section of Highway Design must respond daily to requests for "As Built" and Right-of-Way Plans. These requests come from all kinds of customers.

Internal customers use copies of plans for a variety of purposes - from maintaining completed projects (Districts), creating foundations for signs (Traffic), or working on a court case (Attorney General's office).

External customers can consist of surveyors, lawyers, developers and members of the general public. All of these customers require a quick turnaround time to find plans. In response to this need, Pollyann Printy of Highway Design combined multiple manual and electronic systems into a centralized, easy-to-use data file, which allows easy lookup of plan locations.

Two year ago a customer might have to look through two indexes at Right-of-Way, five electronic lists, and five binders in Records in order to find a plan. Pollyann converted the manual systems into an electronic list, created a consistent format, and merged them into an Excel spreadsheet. She enhanced the data file by adding fields to sort by District, Town, and County—a particularly useful format for the Districts. She also added federal and state project numbers, plan location at the District, date of state acceptance, and a brief project description.

With the help of Brett McCrea, Mrs. Printy inventoried all the project plans to verify document information and eliminate errors. Once this initial stage was completed (in less than one year), customers noted considerable timesavings in locating plans. Over 4500 plans are now listed in the Recordplan.xls data file.

As the data file develops, NHDOT users have found more applications for it. One project is to add betterment plans and drainage easements from the Districts to the data file. This requires incorporating manual and electronic lists from six different locations into the data file. Pollyann has completed work on District 5 and District 6 is a work in process.

To improve plan lookups, a NHDOT project team has standardized State Project Numbers with a procedure. Many projects were without

state and/ or federal project numbers; some four-dozen state project numbers were re-used in later unrelated projects that made it impossible to link other data files together. Dennis Herrick and Michael Gilligan worked with the RecordPlan data file to create unique state project numbers for further linking of resources such as financial data, GIS data, and scanned data.

ArcView GIS Software is a geographic information system (GIS) that is a powerful computer mapping system. Through ArcView, the RecordPlan data file could be used as an information table and matched with project mapped shapes, allowing electronic data searches based on geographic project location. Mrs. Printy and Steve Homer have obtained the current NH template with all the NHDOT shape data attached with it, researched existing GIS shape data, and started the basic formulation for the GIS Phase of the project.

Once the GIS phase is completed, users could go into ArcView or its explorer, click on a given geographic area, and obtain a list of projects for the area selected. They could then click a second time to obtain detail for a given project. This detail could include As Built plans, aerial photos, Right of Way documents, and other file formats. In one application of these scanned-in images, Districts would have easy access to full size plans through opening an image and printing it on their large-size printer.

This is an improvement from their current system where they use smaller size copiers and consequently work with smaller size plans. In order to provide other electronic images for these types of tasks, scanning of the As Built, Right of Way Plans, and Proposal Prints has begun with the help of the print shop. Dennis Herrick worked with the Record Section, the Print Shop, and OIT departments to formulate an electronic filing number system for the project scanned document files.

The Quality Council commends the project team for their hard work in streamlining the plan lookup process and using the Recordplan.xls data file as a powerful tool to make documents more accessible to customers - both within and outside of the New Hampshire Department of Transportation.



LETTERS

Town of Candia

May 24, 2005

On behalf of the Board of Selectmen and the citizens of Candia, we would like to send a note of thanks to you and your staff for making the recent sale of State surplus property a reality for the town. Hopefully, the acquisition of this property will help with Candia's economic development.

I would like to make special note of the knowledge, thoroughness and integrity of Philip Miles. From the very beginning of our inquiry to the final vote before the Council, Phil has guided our municipality through the process. His attitude and willingness to help was very refreshing, at a time when State budgets are asking their employees to do more with less. Not once did Phil make us feel that we were a bother as we were under a time constraint to get the process completed before Town Meeting.

Phil's genuine interest in doing a completely thorough and fair sale for the State, maximizing the revenue, yet understanding the importance to Candia, made this transaction a real success.

Gary W. York
Chairman, Candia Board of Selectmen

Editor's note: The above letter was sent to Commissioner Murray. Phil Miles is a Property Manager with the NHDOT's Right-of-Way Bureau.

On April 22nd, Moultonborough Academy celebrated Earth Day. All of the students and faculty were required to participate in both lectures and hands-on activities relating to the environment.

One of the hands-on activities was roadside clean-up on State Routes 25, 109 and Moultonborough Neck Road. Over 60 students participated.

Prior to organizing the day-long activity, I had spoken and met with NHDOT District 3 Supervisor Doug Dowie and Roy Martin of the DOT office near Lily Pond. Both individuals went above and beyond in assisting us. They were more than helpful with supplying safety equipment and tips. They also went out of their way to make pick-up and drop-off convenient for us.

Due to their efforts we had a great day!

Ken Renoux
Moultonborough Academy

On April 13th I was returning from Boston and on Rt. 101 west near the entrance to Wilton I got a flat tire. I exited the main road and parked down a hill. My husband was in Maine and as I surveyed the tire and prepared to call AAA, one of your trucks and its crew appeared, namely Richard Trempe and Dan Cloutier. Immediately they surveyed my situation and efficiently changed my tire. They also told me to go into Wilton village to get air in my spare, an important issue. They were polite, efficient and came to my aid. When I offered to pay them, they refused, saying it was "not acceptable policy". Be proud of these two gentlemen.

Dorothy Richmond
Peterborough, NH

Editor's note: The above note was sent to District 4 Engineer Doug Graham. Richard Trempe is Highway Patrol Foreman and Dan Cloutier is a Highway Maintainer 3 at Patrol Section 414 in Temple.

May 15, 2005

I am writing this letter to personally thank you and the people of your department for what I consider to be a quick response to our request. The situation that existed was that there was a "curve" sign on our property and had been there for years. Over the years we had endured many, many clean-ups of broken beer bottles where people driving by would throw their bottles at the sign. The final straw came on the night of April 26 when my wife was out working in the garden and I was sitting on the front steps conversing with her. All of a sudden a car came up the road and we heard shots being fired towards our house. They had a paint ball gun and were shooting at the sign.

The next day I called your department to see if the sign could possibly be moved down the road away from our house. In less than two weeks, we came home from work and were delighted to see that the sign had indeed been moved down the road. We wish to thank all involved for your courteous and prompt service. One call did it all. We certainly do feel much safer going out into the yard to work. Thanks again for a job well done; you folks are appreciated!

Guy E. Lalond
Rumney

Editor's note: The above letter was sent to Traffic Bureau Administrator Bill Lambert. The Lalonds were assisted by Mary Ann Wells (Executive Secretary) and Paul Emerson (District Sign Foreman).

POPSICLE STICK BRIDGES TAKE A LICKING AT THE NHDOT THREE NH HIGH SCHOOLS COMPETE IN CIVIL ENGINEERING CHALLENGE

The goal was to design the bridges, build them, and then break them. Teams from Pembroke Academy captured top honors for the strongest, the most original, and the most classic Popsicle stick bridges at the second annual TRAC (Transportation and Civil Engineering) Bridge Breaking Competition.

Hosted by the New Hampshire Department of Transportation (NHDOT), the contest featured teams from Merrimack and Winnisquam High Schools as well as Pembroke Academy.

Under the rules of the Popsicle stick bridge competition, groups of students had to use no more than 500 Popsicle Sticks and hot melt glue to build a structure to bridge a gap of three feet. All bridges were judged for their design and tested for their strength. During the strength tests, students used their own body weight on a testing device to load-test and break the bridges they had created.

Pembroke Academy dominated this year's competition, capturing first and second place the "Strongest Bridge" category, and also winning "Most Original", and "Most Classic" awards.

The competition was part of the TRAC Program that promotes the values of math, science, and social studies in education and applies them to real Civil Engineering tasks. The NHDOT continues to be a strong supporter of the program by reaching out to high schools in New Hampshire.

"By working as a design team, students begin to understand that something as complex as a bridge design can involve a lot of planning, compromise, and coordination, besides the hard math and science usually associated with engineering," said Matt Hill, an NHDOT engineer and TRAC volunteer at Pembroke Academy.



Jerry Zoller (Bridge Design) checks out one of the many entries in the 2nd annual TRAC Bridge Breaking Competition. Teams from Pembroke Academy swept most of this year's awards for strength and design.

Third Annual Bike/Walk to Work Day Sends the Message to Try Alternative Transportation



It was both a transportation statement and a fashion statement for the 55 state employees who participated in the 3rd annual Bike/Walk to Work Day on May 20. Some participants have continued to ride and walk to work.

Sporting yellow "One Less Car" t-shirts, 55 state employees no doubt attracted some attention by their participation in the 3rd annual Bike/Walk to Work Day on May 20.

This year's effort went beyond the NHDOT's Concord headquarters. Other state workers joined in from District 1, Turnpikes, Traffic, the Supreme Court and the state prison in Laconia.

Some participants may have chosen to enter Concord 20/20's "Summer Challenge," which involved walking or biking to work 16 times before Labor Day. Those completing the challenge are eligible for a \$300 raffle sponsored by S&W Sports, of Concord.

For more information on the challenge, go to www.nhbikeped.com.



NHDOT People



Herman Martin retired on June 30 after 33 years with the NHDOT, all of them in what is now the Bureau of Finance and Contracts. Herman served as Bureau Administrator for several years and also played a key leadership role during the rehabilitation of the Morton Building by coordinating the shifting of offices and personnel during the project. Herman plans to spend much of his retirement time at his place on a lake in his native northern Maine.

District 3 Horseshoe Champs



Marshall Bennett and Rick Patten from Belmont Patrol Shed #314 won this year's horseshoe tournament at the District 3 Safety Day, which was held at the Ossipee Patrol Shed #307 on May 19.

On the Move



May 31st brought the end of an era as Maintenance Supervisor Bruce Haskell retired from Highway District Two after 35 years of service. The New London resident worked in Highway Survey for nearly 16 years, the last six as a party chief. One of Bruce's early trainees was Carol Murray, then an Engineering Aide. Bruce transferred to District Two as a Construction Foreman in 1984. He soon became an Engineering Technician responsible for driveway and utility permits, building maintenance and myriad other tasks in the field. An unofficial duty in recent years has been crafting wooden clocks for District retirees. Bruce is pictured here holding a hand-made kit clock given him by the office staff on his final morning of work.



It's shuffling off to Buffalo for Danielle Woods, an Engineering Aide 2 in Planning, who was treated to a Chinese lunch by co-workers on her last day of work before relocating to New York State. Known for her friendliness and cooperative attitude, Danielle began as an intern in Planning in 2002 after graduating from Syracuse University.

Oldest Metal Truss Bridge Over the Connecticut River Reopens After 15 Years *NHDOT-VTRANS Project Brings the Maidstone-Stratford Hollow Bridge Back to Life*

The oldest metal truss bridge over the Connecticut River is carrying traffic again between New Hampshire and Vermont after 15 years of sitting idle.

The historic Maidstone-Stratford Hollow Bridge was reopened to traffic in July following a \$3 million rehabilitation project that made the structure built in 1893 look like new. The joint effort of the NHDOT and the Vermont Agency of Transportation reopened a key transportation link for North Country residents on both sides of the river.

Much of the credit for the project was given to Vermont State Representative Janice Peaslee, who doggedly pursued the project to fix a bridge that does not carry a lot of traffic, but when closed required a 17 mile detour.

Nearly 100 people turned out for a ribbon cutting ceremony on July 23 that included a flyover by a local pilot, a plaque unveiling and a visit by the Governor of Vermont. Governor Jim Douglas told the gathering that the bridge is important not only to allow emergency vehicles to cross, but is also historically significant.

"This is your day," Representative Peaslee told the gathering. "Today you have your bridge back. She's tall and proud."



"She may be tiny, but she's powerful," said NHDOT Commissioner Carol Murray during a ribbon cutting ceremony on July 23. She was referring to Vermont State Representative Janice Peaslee (center) whose persistence made the rehabilitation and reopening of the Maidstone-Stratford Hollow bridge possible. Also pictured are Vermont Governor Jim Douglas and his wife Dorothy and District 1 Executive Councilor Ray Burton.

District 1 Executive Councilor Ray Burton said if he has his way, the bridge will be called the Janice Peaslee Bridge.

Built in 1893 by the Berlin Iron Bridge Company of East Berlin, Connecticut, the Maidstone-Stratford Hollow Bridge consists of a 151-foot span, pin-connected Pratt Truss. Its rehabilitation restores a one-lane bridge with a posted load restriction of 20 tons.

The rehabilitation work included the replacement of the bridge abutments and the timber bridge deck and floor system, strengthening truss members, repainting the entire bridge and roadway approach and guardrail work. Winterset, Inc. of Lyndonville, Vermont was the general contractor for the project. The \$3 million cost was split between Vermont and New Hampshire.

NHDOT District 1 employees assisted with preparations for the event, which included and a framed photo of the bridge that was presented to Rep. Peaslee, and a refreshment tent after the ceremony.



An antique 1930's-era car was among the first vehicles to cross the rehabilitated Maidstone-Stratford Hollow Bridge follow a reopening ceremony on July 23. The car was built nearly 40 years after the bridge was first built in 1893.

Back to the Future

New Hampshire Ahead of Its Time With Motorist Assistance Patrol Service

Editor's note: The following article appeared in the June 1, 1950 Manchester Union Leader. It profiles the start of the only 24-hour patrol service for motorists on a toll road in the United States. Note reporter D. Frank O'Neils writing style.

CONCORD - "The customer is always right."

That, apparently, will be the policy of the state Highway Department in its operation of the Portsmouth-Seabrook toll road which will be formally opened on June 24.

A spokesman for the department revealed yesterday that the 14-mile, limited access thruway will be the only toll road in the United States which will maintain 24-hours-a-day patrol service. The policy even goes so far as to guarantee that there will be no "damsels in distress" along the super highway.

Queried about a report that the toll service would include helping motorists change tires, the department spokesman agreed that the service, generally, would include helping women motorists and any others who "appeared to be in trouble," especially elderly drivers. He admitted that this would extend to furnishing aid if changing tires if other duties did not preclude such assistance.

On the whole, the toll road will maintain a day-and-night patrol service, complete with two-way radio communication, between Highway Department patrol cars, State Police and the toll road administration building.

In as much as there will be no gasoline stations or garages along the 14.7 miles of the toll road, plans have been drawn up to provide speedy service to cars that break down on the road. As soon as the car is discovered "hors de combat," a wrecker will be rushed to its location.

Before towing the car away, a list of all available commercial garages in the area - off the toll road - will be shown the driver. He will choose which one he wants to go to. After this decision is made, the wrecker will contact the toll road headquarters by radio and inform officials that he is towing the stranded vehicle to the nearest point along the toll road. The administration building official will promptly contact the commercial garage and notify the attendant there to meet the department wrecker at the point designated.

All patrol cars and wreckers will likewise carry emergency supplies of gasoline which will be sold only to cars which have run out of gas somewhere on the super highway. They will be sold only sufficient gasoline to get them to the nearest commercial station off the road.

These precautions are being taken, the spokesman revealed, to assure that no one will feel in danger of becoming stranded for a long period while using the limited-access highway. It was pointed out that some motorists shied away from using the Maine Turnpike in its early stages because of the danger of a breakdown or running out of gasoline at some isolated spot. He also stressed the fact that there will be no charge assessed for the service that is offered motorists on the new highway, the one exception being whatever gasoline is sold to gas-less vehicles stranded on the road.

The speedy service is intended also to prevent any possible traffic tie-ups or other confusion on the super highway.



Official Results of the 2005 NHDOT Safety Plow Rally

Pawtuckaway State Park - May 13, 2005

EVENT	WINNING TEAM	TEAM NAMES
Safety Quiz	District 6	Wayne Beers, Driver Nathan Young, Assistant
Defective Truck (Determined by tie-breaker)	District 2	Brian Ordway, Driver Dan Cheney, Assistant
Plow Mount	District 2	Chris Cantara, Driver Cameron Huntoon, Assistant
Wing Slalom	District 6	Fred Wallace, Driver Doug Almon, Assistant
Texas Roll (Determined by tie-breaker)	District 4	David Rix, Driver Josh Bessett, Assistant
OVERALL WINNING TEAMS		
1st Place	District 2	Brian Ordway, Driver Dan Cheney, Assistant
2nd Place	District 2	Chris Cantara, Driver Cameron Huntoon, Assistant
3rd Place	Mechanical Services	Joe Cotton, Driver Chris Barnes, Assistant
INNOVATIONS		
1st Place	Traffic and Mechanical Services Weld Shop	
Cone Basket	Designed by: Charlie Provencal, Traffic Fabricated by: Mechanical Services Weld Shop Used by: Traffic and Turnpikes	
2nd Place	District 2	
Cone Platform	Designed by: Alan Hanscom, District 2 Engineer Fabricated by: Robert Plaisted, District 2 Used by: District 2	
3rd Place	District 4	
Backhoe Hitch Attachment	Designed by: Bob Herbert and Terry Hall, District 4 Fabricated by: Bob Herbert, District 4 Used by: District 4	

LOGO DESIGN

1st Place District 6 Rollin Rumford

Plow Rally Committee Members

D1-Dan Fogg	D2-Steve McKinley	D3-Lane Evans	D4-Rich Trempe
D5-Jim Payne	D5-Ken Giberson	D6-Rollin Rumford	Turnpikes-Allan Barrington
MS-Tom Jelley & Steve Jones		HR-George Griffin	D5-Peg Smith

Roads Once Traveled...



This photo was taken several decades ago on north Main Street in Littleton, not long after a new layer of pavement was applied. The view from this angle is still very similar today with the Congregational Church very much a recognizable landmark.

NH DEPARTMENT OF TRANSPORTATION

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